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Bombay in the Days of George IV. Memoirs of Sir Edward West, Chief Justice of the King's Court during its conflict with the East India Company, with hitherto unpublished documents. By F. DAWTREY DREWITT, Fellow of the Royal College of Physicians. With Illustrations. (New York: Longmans, Green and Company, 1907. Pp. xviii, 368. \$3.50).

Sir Edward West figures in the history of English economic thought as the Fellow of University College, Oxford whose essay on *The Application of Capital to Land* (London, 1815) was a notable contribution to the corn-law controversies of 1813-1815, and to the doctrinal development of the law of diminishing returns. But neither histories of economic theory nor cyclopedias of political economy have set forth anything more than the barest details of West's personal life and mental history. Even such scanty particulars have been gleaned exclusively from the memoir published in 1830 in *The Annual Biography and Obituary*, the materials for which we are told by the editor "have been derived from a private and authentic source."

West's biography has therefore been little more than a recital that he was born in 1782, was educated at Harrow and Oxford, received his bachelor's degree in 1804, the master's title in 1807, and held a fellowship in University College thereafter. He was called to the bar but relinquished academic title and legal practice in 1822 to accept the office of Recorder of Bombay. Upon the establishment of the Supreme Court of Bombay, he was made Chief Justice, which post he held until his death in 1828. Of Sir Edward West's life and work in India, even less information has been current, being confined to partisan references in the biographies of Elphinstone and Malcolm and to forgotten allusions in contemporary newspapers.

So introduced, West's name, like James Anderson's, has appeared in economic writing merely in a cross qualification of the familiar statement that the differential law of rent was put forth by Malthus and developed and applied by Ricardo. Mr. Cannan's appreciative, but lamentably brief reference to West in 1893, whetted the appetite of economic students to a degree that the reprint of West's best known tract by the Johns Hopkins Press in 1903 sought in some measure to satisfy.

In this juncture appears Dr. Drewitt's admirable volume as a many times welcome bolt from the economic blue, placing us for the first time in possession of the larger facts of West's too brief career as Chief Justice of the King's Court during its conflict with the East India Company. The sources of information are a neglected memoir signed "Scævola" and probably written by Sir Charles Chambers; Lady West's journal, and various letters and memoranda from Sir Edward West himself—all checked and supplemented by the author's careful examination of contemporary newspapers and journals.

Of these hitherto unpublished documents, the extracts from Lady West's journal, in their naïve unreserve and unconscious sadness, easily command main attention. They tell a pathetic story of West and his bride sailing from England in 1822, full of hope and anticipation, of six years of struggle and disappointment in face of political intrigue and intrenched privilege, and of the death in quick succession, of husband and wife in August–September, 1828.

Aside from the light thrown upon West's personality by Dr. Drewitt's volume, students of economic thought will be interested in the occasional references therein to West's economic writings. Lady West records on the outward bound voyage (posted November 25, 1822): "As I foretold he [Sir Edward West] has not finished his pamphlet (*Price of Corn and Wages of Labour*) to send home from the Cape, but he will, I hope, do so from Bombay." A year and a half later (April 17, 1824): "Edward breakfasted at Malabar Point with Mr. Elphinstone, to talk over political economy and show his MS., which I wish he had published, but he always waits to make things too perfect, and loses the proper moment." In this instance, at least, Lady West's complaint was justified. Another year and a half (p. 222) passed before the MS. was sent to England and not until 1826, after the subject had lost much of its timeliness, did it appear with Hatchard's imprint.

To the more ambitious economic work which we know West had in preparation at the time of his death, there is at least one significant allusion under date of September 14, 1827: "Edward has sent off two letters to John Macbride and Mr. Long about the publication of his book on political economy"—to which the author of the present volume has appended the footnote "The book is still in manuscript."

In external form the volume leaves nothing to be desired. It is embellished with a photogravure portrait of Lady West—there is no pictorial record of Sir Edward West himself—with several cuts of Hillington Hall in Norfolk, where West was brought up, with facsimiles of letters written by Sir Edward West and Lady West to members of the families, and with a reproduction of the general order issued by Sir John Malcolm, announcing West's death.

Altogether the volume fills, in the most acceptable manner, a conspicuous gap in the personal aspect of "the first, though not the name-father and greatest of the Ricardian school."

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Railway Corporations as Public Servants. By HENRY S. HAINES.
(New York: The Macmillan Company, 1907. Pp. ix, 233.
\$1.50 net).

The true character and scope of this book is not indicated by its title. Like the author's *Restrictive Railway Legislation*, it is substantially a sketch of the development of the American railway, more as an objective system than as a service; but it contains here and there bits of analysis and suggestions for constructive policy. As a whole, the present work shows the faults which should be expected naturally in the treatment of a social topic by a practical man and also, it must be said, some of the faults which are most often charged against academic or "theoretical" writers in their treatment of practical topics.

In the first chapter or two there are evidences of some uncertainty of knowledge as to the remote beginnings of transportation and a tendency to dwell upon superficial but somewhat taking analogies. The style is never very clear, and in not a few passages it is so obscure as to make the intended meaning doubtful. Occasionally there is a rather serious lack of clearness in the distinctions which the author seeks to make, as for example, between public and private service in chapter ii and between reasonable and just freight rates (pp. 122, 123). Abstract and *a priori* quite to the limits of the academic is the assumption that the reasonable freight rate is that which divides equally between the shipper and the carrier the gain from the transportation (pp. 121, 122, 124).